

COUNTRY Berlin (Soviet Zone)

REPORT

50X1-HUM

TOPIC Motor Vehicle Repair Shopin Zeesen

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EVALUATION PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 4 September 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The quota of motor vehicles to be repaired at the motor vehicle repair shop of in Zeesen amounted to 150 Ford trucks, 20 ZIS trucks, and 10 Studebaker trucks in May 1951; and 150 Ford trucks, 20 ZIS trucks, and 20 Chevrolet trucks in June 1951. \*

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2. Ford trucks under repair at the shop from the middle of May to the beginning of June included artillery trucks

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3. Outgoing shipments of spare parts and vehicles repaired at the shop:

4 to 16 May. 90 trucks were completed by 20 soldiers who had been billeted in  
van-trucks 20 trucks left the shop by road on 15 May.

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CLASSIFICATION

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7 to 12 May. Entraining of 45 trucks.

17 May. Entraining of 40 trucks for shipment via Koenigswusterhausen.

28 May. Spare parts were picked up by trucks [redacted] and six barrels of gasoline [redacted]

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25 May. Entraining of 40 trucks, 30 of which were marked with a red cross in a white field.

2 June. Entraining of 10 tank trucks for shipment to Koenigswusterhausen; departure of 30 trucks, including 10 tank trucks by road, driven by soldiers who arrived on truck [redacted]

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3 June. Entraining of 52 trucks, marked with a red cross, for shipment to Koenigswusterhausen; the trucks were loaded by soldiers who arrived on truck [redacted] About 30 more soldiers of the unit were quartered in the woods near the repair shop and participated in repair work.

6 June. Entraining of 36 trucks, including 15 tank trucks, for shipment to Koenigswusterhausen; the trucks were loaded by soldiers who arrived on truck [redacted]

7 June. Entraining of 7 trucks, including 5 tank trucks, for shipment to Koenigswusterhausen, with two trucks carrying 1 new jeep each, which had come from the plant in Schoeneweide. Repair shop trucks [redacted] with trailers left the shop by road.

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8 June. Entraining of 16 trucks and 2 jeeps on 14 gondola cars. Trucks [redacted] picked up gears and motors.

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Truck [redacted] picked up 6 barrels of gasoline. \*\*

4. Truck [redacted] hauled two lathes to the shop on 9 May. During the week from 6 to 12 May, 80 soldiers, almost all of them officers, stayed at the repair shop. They arrived on trucks [redacted] The officers inspected the machinery and had themselves thoroughly informed about the working process. They were said to belong to a school. \*\*

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5. In mid-May, a cleaning shop for washing drivers' cabs was established in the assembly shop. The shop contained two 3 x 3 x 2-meter basins which were filled with a solution, and into which the cabs were hoisted and soaked.

6. Major Makarov (fnu) returned from leave on 22 May. \*\*\*

- \* [redacted] Comment. The information refers to the large branch plant of the 53d Central Repair Shop of the GORP, which is situated on the premises of the former broadcasting station south of Koenigswusterhausen. The April 1951 repair quota of Ford trucks was also fixed at 150, in addition to trucks of other types.

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Paragraph 3. Headquarters units of the XXXI Gds Rifle Corps of the Eighth Gds Army  
11th Gds Mecz Div of the Third Gds Mecz Army  
4th Gds AAA Div of the First Gds Mecz Army  
Unidentified elements of the Third Shock Army  
GORP  
Artillery division of the IV Arty Corps in Potsdam  
Interim numbers.

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Paragraph 4. Interim numbers.

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Paragraph 5. COFG.

\*\*\* Comment. Major Makarov (fau) was reported to have been transferred in mid-April 1951. The present report indicates that he had only been on leave for a prolonged period of time.

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